



MINISTRY OF INFRASTRUCTURE AND TRASPORT

Directorate General for Rail and Marine Investigations

Division 3 – Marine Investigations

Fire on Board Ro-Ro Pax *SORRENTO*

28 April 2015

Interim Report

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This *interim* report on the status of investigation was carried out pursuant to Legislative Decree 165/11 (art. 14.2 of Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine casualty date.

The objective pursued by the investigation carried out under the above-mentioned decree shall be the prevention of future similar accidents through the ascertainment of its causes and circumstances.

It shall not be the purpose of such an investigation, carried out pursuant said decree, to determine liability or apportion of blame

Investigation reports, also in relation to factual findings and conclusions therein contained are not an evidence in further administrative procedure or criminal proceedings.

The present investigation is carried out in cooperation with CIAIM (Comisión Permanente de Investigación de Accidentes e Incidentes Marítimos) according to art. 12 of Directive 2009/18/CE.

DISCLAIMER:

The findings and conclusions in the final report may not reflect the content of this interim report if additional information or evidence is revealed.

Issued by:

Ministry of Infrastructure and Transport

Directorate-General for Rail and Marine Investigations (DIGIFEMA)

Division 3 – Marine Investigations

Email: incidenti.digifema@mit.gov.it

Tel: +39 (0)6 5908 3152

1. SUMMARY

On 28.04.2015, at 11:45 (UTC), about 20 miles off West of Palma de Mallorca island (Spain), occurred a very serious fire on board the Ro-Ro-Pax SORRENTO, Italian flag - IMO 9264312, registered at nr. 120 I.R. of Palermo, owner Atlantica di Navigazione Spa, part of the Grimaldi Group and chartered to Transmediterranea, employed on the route Valencia-Palma de Mallorca.

As a consequence of the casualty, the ship was lost. No injuries and no fatalities were registered.

2. FACTUAL INFORMATION

2.1 Photo of SORRENTO



2.2 Ship Particulars

Name:	SORRENTO
Flag:	ITALY
IMO Number:	9264312
Registry no.:	No. 120 I.R. of Palermo
Type of ship:	Passengers and RO-RO CARGO
Call sign:	IBDD
Shipowner:	ATLANTICA DI NAVIGAZIO S.p.a – GRUPPO GRIMALDI
Charterer (Deck & Engine):	TRASMEDITERRANEA
Builder/Year	2003 – <i>Cantiere Navale Visentini Srl</i>
Keel laid:	2003
Length, o.a.:	186.35 mt
Width:	25.60 mt
Height:	9.15 mt
Draught:	6.79 mt
GT/Net tonnage:	25984 GT / 8362 NT
Length BPP.:	169,50 mt
Hull material:	Steel
Number of passengers:	954
Type of propulsion:	propeller
Main engines:	2
EGs:	Diesel Electric CATERPILLAR
Propellers:	2 variable pitch
Thrusters:	(aft 3 x 1720 KW - bow 3 x 1720 KW)
Max speed:	23.5 kts

2.3 Voyage Particulars

Port of departure: Palma de Mallorca

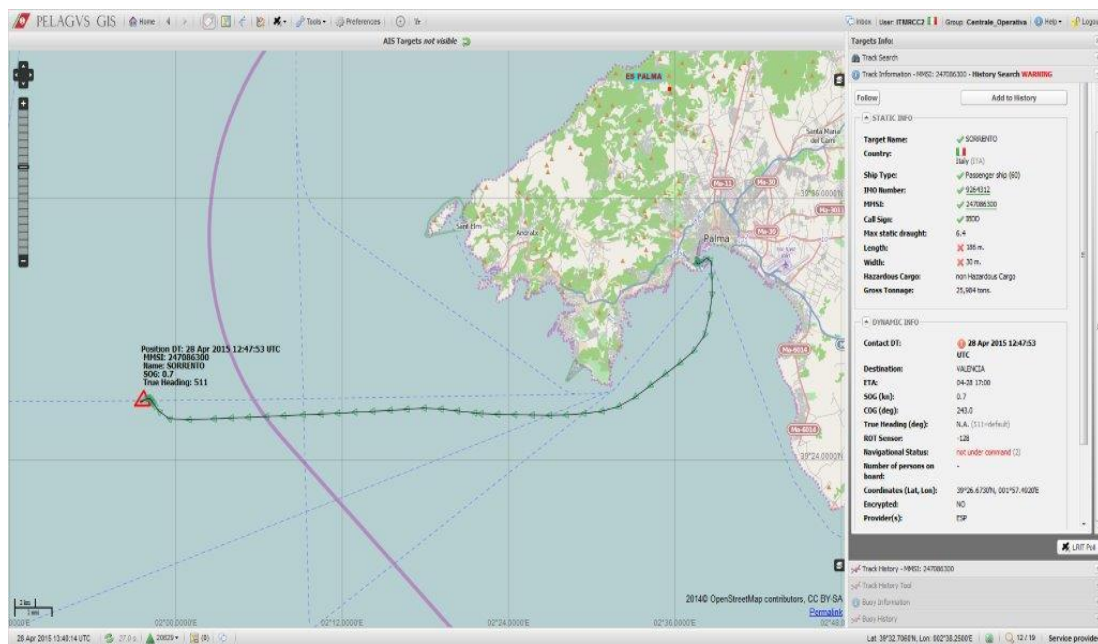
Port of arrival: Valencia

Type of voyage: Ro-Ro – pax domestic line

Number of passengers: 106

Other people on board: 4

Crew list: 46



2.4 Information on Casualty

Type of event: Very serious casualty (Fire on board)

Date and time: 28/04/2015 - 11:45 (UTC)¹

Location or area of the casualty: Open Sea – 20 Nm off Palma de Mallorca

Position: Lat. 39 ° 25.93' N - LONG. 002 ° 03.956' E

Sea Weather Conditions: Very rough sea

Wind, Moderate 4

Moderate Visibility

Phase of the voyage: sailing

And part of the voyage: from Palma de Mallorca to Valencia

Affected part of the ship: Open RO/RO cargo spaces – Deck 4 Frame 157

- Consequences:
- Dead or missing people: //
 - Injured: 14.
 - Survivors: 156
 - Loss of the unit

2.5 Shore Authority Involvement and Emergency Response

2.5.1 Authorities Involved

Comando / Ente
MRSC PALMA

¹ Time taken from the first detected alarm based on VDR data

2.5.2 Actions Undertaken

Immediate coordination of the SAR activities by MRSC PALMA. On the SAR scene were employed following units:

SAR Units employed

Name	TYPE	ORGANIZATION	COUNTRY
	PATROL BOAT	COAST GUARD	SPAIN
	HELICOPTER	COAST GUARD	SPAIN

Merchants vessels intervened or diverted for assistance

NOME	nr. IMO	TIPO ASSETTO	STATO DI BANDIERA
PUGLIA	9031703	RO/ro PAX	ITALY
VIEMAR ONE	9498743	Ro/ro PAX	ITALY
MARTAMAR		TUG	ITALY
GIANEMILIO C		TUG	ITALY
CLARA COMPOAMOR		TUG	SPAIN
SEMAC		TUG	SPAIN

2.5.3 Results Obtained

During the rescue operations all the 156 people, that were on board the ship, were safely rescued thanks to the coordination of the activities operated by MRSC PALMA together with the ships intervened for assistance.

Just 14 people suffered very light injuries as a consequence of smoke intoxication.

The towed unit arrived in the port of Sagunto (SPAIN) on 5 May, 2015.

3. NARRATIVE

On 28.04.2015, at 11:45 (UTC), about 20 miles off West of Palma de Mallorca island (Spain), occurred a very serious fire on board the Ro-Ro-Pax SORRENTO, Italian flag - IMO 9264312, registered at nr. 120 I.R. of Palermo, owner Atlantica di Navigazione Spa, part of the Grimaldi Group and chartered to Transmediterranea, employed on the route Valencia-Palma de Mallorca. The ship had left the port of Palma de Mallorca at 9:55 (UTC), with 156 people on board (46 crew, 3 animators, 1 company Trasmediterranea employee and 106 passengers including 1 infant), and 123 trucks. For reasons yet to be ascertained, while the M/V SORRENTO was proceeding with course 270 and speed 19 knots, started a fire on deck n. 4 that despite the activation of the fixed extinguishing system - *drencher* and the intervention of fire teams, it became quickly uncontrollable. For this reason, after having launched a *distress* signal at 12:12 (UTC), the Captain ordered abandon ship. The Italian ferries PUGLIA, IMO 9031703, and VISEMAR ONE, IMO 9498743, in transit in the area, provided immediate assistance and shortly after a helicopter and a patrol boat of the Spanish Coast Guard (ACRUX) together with the tug MARTAMAR.

At 15:35 (UTC) approximately, was completed the transfer of 151 people on the M/V Puglia (including the infant and a crew member in a state of *shock* and with symptoms of intoxication later evacuated by helicopter), for 2 people on the mentioned patrol (the Captain and a crew member), while other three crew members were also evacuated by helicopter. At 18:00 (UTC) the disembark of all the survivors was completed in the Port of Palma de Mallorca.

No people was seriously injured (14 people were hospitalized for light bruises and / or intoxication symptoms from smoke inhalation and quickly left the hospital), no pollution was reported as well. The fire was extinguished only in the following days and it was proceeded with the hull cooling, also opening of the passages between the bridge 4 and the bridge 3 in order to allow ventilation of the latter.

After the ship was in safety conditions and under control, it was decided the towing of the wreck carried out by the tug Gianemilio C, together with the tugs CLARA COMPOAMOR and SEMAC and other various smaller units for aid and logistical support. The M/V SORRENTO finally moored on 05/05/2015 in the port of Sagunto (near Valencia).

3.5 Investigation Activity

Due to the complex event and to the analysis of several factors which contributed to the accident, the activity needs further in-depth investigation, still on-going, in particular some spaces on the ship are not accessible yet.

Some investigation activities and analyses that are still under way, will be included in the final report. They are listed below in random order:

- VDR analysis and transcription
- analysis of fire origin and propagation
- blackout analysis
- analysis of evacuation, emergency management and SAR activities

- analysis of drencher efficiency.

The above-listed activities can be broadened.

3.6 Final Report on Safety Investigation

The final report on the technical safety investigation will be rapidly delivered as soon as all the useful and necessary elements for a complete and exhaustive understanding of the event will be obtained.